

A
S E A M A N ' s
R E M A R K S

ON THE
BRITISH SHIPS OF THE LINE,
From the 1st of JANUARY, 1756, to the 1st of
JANUARY, 1782,

WITH SOME
OCCASIONAL OBSERVATIONS
ON THE FLEET
OF THE
HOUSE OF BOURBON.

L O N D O N :

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THE HISTORY OF THE KING

FROM THE REIGN OF HENRY II TO THAT OF

EDWARD I

WITH NOTES

OCCASIONAL OBSERVATIONS

ON THE HISTORY

OF THE

HOUSE OF COMMONS

LONDON

IN THE YEAR 1813

A

SEAMAN'S LETTER, &c.

DEAR SIR,

WE have often lamented together the unfortunate situation of our country: Removed at a distance from public affairs, and concealed in the obscurity of rural retirement, we have not forgot to think like Britons: In these times of difficulty and danger, when luxury, prejudice, and political animosity, render mankind inattentive to their country, it is our duty at least, if we cannot act ourselves, to point out how our ancient reputation may be restored, our naval glory secured, and our enemies taught to confess the magnanimity, courage, and resolution of Great-Britain. Among the many unfortunate events of this war, we have lamented none more than our inferiority at sea, last year, in every quarter of the globe. It is a melancholy truth, and worthy the serious attention

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of those who have even the smallest share of reputation or property to lose. In compliance with your request, I sit down to investigate the matter with every attention in my power; and I flatter myself, as I have considered my subject with great care, I shall be able to amuse you, at least, if you should not receive some instruction from the contents of my letter.

Whoever shall consider deliberately the present condition of the Navy, must attribute our inferiority to the adoption of the following plans.

1st. The breaking up, or converting a great number of ships of the line into store-ships, hulks, and break-waters, without building a number nearly adequate in peace, and a much greater number in war, to replace them.

2d. The leaving ships of the line for a considerable time on the stocks—from an idea of seasoning their timbers, and rendering them of longer duration.

At the close of the last war the Navy of Great-Britain, in consequence of the service it had performed, required very large repairs; and it was necessary to break up some ships which had been worn out. Many of these had been employed previous to the peace of forty-eight; but, some
of

of them having been built in a very short time, during the last war, the whole number were indiscriminately, but very * erroneously, termed green ships; and an idea began to prevail that ships should remain a considerable time on the stocks, before they could be fit for service; and that by keeping them in their frames, they would acquire a durability, equal to any service expected from them. This idea, however, did not prevail generally, till the appointment of Lord Sandwich, in seventy-one, his predecessors adopted it only in part. It seems to me, by the best enquiries that I am able to make, that they generally proceeded on the plan of repairing some, of breaking up others, and of building a number nearly adequate to those they broke up. By the annexed lists, No. 1, 2, and 3, it appears that Lord Hawke broke up fourteen ships of the line, built thirteen, and left fifteen on the stocks; which, as he presided four years at the Admiralty, makes one ship more than the proportion of three ships every year. I flatter myself it will appear to you, by these lists, that the present idea of leaving ships of the line a considerable time on the stocks was not so favourably received in those days. Lord Hawke had acted under the great Lord Chatham, and knew full well how serviceable those green ships had been in the last war; and I am informed,

* See the lists, No 1 and 10. By the term green ships, we understand those built in the hurry of last war, from January 1756, to January, 1763.

from a very respectable authority, that some little time previous to his quitting the Admiralty, (not satisfied with the number of ships launched every year in the King's yards, where the construction and repair of the docks very much impeded the service) he advised the laying down ten sail of the line, and five frigates, in the merchants yards *; supporting his advice with this observation; "That our enemies were peculiarly attentive to their

* The value of the merchants yards in war merits our attention. From five builders yards only, in the river Thames, and from one at Harwich, 23 sail of the line, as under, were launched in nine years and nine months.

From October 1755, to June 1765,

No	of	guns.
11	—	74
1	—	70
6	—	64
5	—	60
23	—	

Besides these, a 70 and a 64 were built at Hull; a 74 at Milford, a 74 at Northam, a 64 at Leap, a 64 and 60 in the River Medway, total, thirty sail of the line; above three ships every year, without allowing for the time some of them, after the peace, were permitted by the Navy Board to stay in their frames.

Not to enumerate all the yards, where ships of the line may be set on, I shall only mention the following, which may be added to the above: East Cowes, two; Buckler's-hard, three; Bussleton, one; and two or three at Liverpool. In 1753, the French launched the Algonquin, of 1683 tons, and 74 guns, in Canada.

marine

“ marine ; and that our fleet could only be termed
 “ considerable in the proportion it bore to that of
 “ the house of Bourbon.”

In this situation was the navy, when the present Lord came to preside at the Admiralty ; and as I do not wish to enter into an argument on the state of the fleet at that time, I shall only say that it consisted of one hundred and thirty-seven sail of the line, viz.

Fit for service	-	-	80
Building	-	-	15
Repairing, and in a doubtful state	-	-	42
Total			137

See the annexed lists, No 3, 4, 5, 6, and 7.

The fleets of France and Spain, on the 1st of Jan. 1770, consisted of one hundred and three sail of the line, viz.

French	-	-	55
Spanish	-	-	48
Total			103

See the annexed lists, No. 8 and 9*.

Here is a superiority in favour of the British fleet of nineteen sail of the line, from which de-

* In these it appears, that the French had not, on the 1st of January 1770, any three-decked ships fit for service, except the Bretagne and Ville de Paris, and those only mounted 90 guns each,

ducting

ducting seven, that I will suppose our enemies to have launched in 1770, a remainder is left of twelve sail in favour of Great-Britain: I have not enumerated the fifteen sail building.

Such was the state of our fleet, when the idea was revived of its ruinous condition: as I do not wish to enter into that argument, nor mention the Admiralty more than I am obliged to do in treating on my subject, I can only say, that his Lordship was persuaded by some persons, during the first four years of his administration, for what reason I will not pretend to say, to neglect the plan of his predecessors, and break up many ships, many more than he built, under a wrong idea, that the old ships were unserviceable, and that the new ones ought to continue a considerable time on the stocks to season their timbers. Impressed with this idea, he broke up and took out of the line twenty-seven ships, the list of which, No 10, is annexed; for although the Parliamentary Register, of the 7th of February, 1775, vol. ii. page 51, makes his Lordship say, that he broke up forty sail of the line: I can only, on the strictest investigation, find twenty-seven.

Of these the following were on Lord Hawke's list of serviceable ships.

Name.	Guns.	Rate.	{ On what service since Lord H. quitted the board, or in what condition.
Dorsetshire,	64	3d	{ In the Mediterranean until May, 1771, and when broken up, in 1774, had a good frame.
Achilles,	60	4th	{ Near two years in the West-Indies, after Lord Hawke resigned the Admiralty.
Edgar,	60	4th	{ In the Mediterranean until May, 1771, and was a good ship when paid off.
Montague,	60	4th	{ One year and nine months at Antigua, after the late Lord Hawke resigned, as a flag ship.

The rest were on Lord Hawke's list of ships under repair, and in a doubtful state,

The navy having thus lost twenty-seven sail of the line, it is natural to suppose that twenty-five, at least, would have been added to it from the king's yards, besides those contracted for in the merchants yards, of which Lord Sandwich, according to the plan of his predecessor had very wisely availed himself; but we find, during these four years, only seven sail of the line launched in the king's, and four in the merchants yards, as by the list, No 11, annexed appears, notwithstanding the sensible and patriotic observation of his predecessor, "That our fleet could only be " termed considerable, in the proportion it bore " to that of the house of Bourbon." Thus the navy was reduced sixteen sail of the line, and was rendered inferior to that of our enemies by four ships, without estimating the addition they had

had been making to their navy for four years from January, 1771, to January, 1775. Here was the fatal mistake ; to this you should turn your attention : The House of Bourbon having gained these four years, it was impossible to overtake them without laying down a considerable number of ships in the king's and merchants yards : but the false idea of peace, and of the easy conquest of America, induced the Admiralty to flight this advantage, till they found too late the necessity of some exertion : but even when France and Spain had taken off the mask, a false reliance on Holland and Russia crippled our efforts, and rendered our exertions inadequate to those generally made in war. It is true, only thirteen ships of the line have been broken up since January, 1775, and twenty-seven have been launched, as by No 12 and 13 appears. But if we consider that the Admiralty have had the benefit of the merchants yards, and have been seven years in launching them, we shall find, on comparing these ships with those launched by Lord Hawke in four years, that the present Admiralty have not built five more than would have been built by their predecessors in the king's yards only, during the calm uninterrupted tranquillity of a peace ; and take the two periods together, from the 1st of January 1771, to the 1st of January 1782, the Admiralty, at the lowest computation, have broken up two more ships than they have built. You will naturally ask, from what cause this has proceeded ? from an idea, that ships built in a very short time are unfit

for service, and that to render them in any respect durable, they must continue for a considerable time on the stocks; and such is the mistake of the Admiralty, notwithstanding the manifest superiority of our enemies, the continued exertion of those enemies, the capture of Lord Cornwallis's army, and the revival of the dying cause of America, that the Polypheme, of 64 guns, the St. George and Glory, of 98, and the Royal Sovereign, of 100, set on in 1774, still continue on the stocks, and the same blind, ill-fated system is still pursued, which chills every manly effort, and blasts every exertion in the cause of our country.

I come now to treat properly on my last head, the impropriety of continuing ships of the line too long on the stocks, from an idea, that their *timbers will be properly seasoned. It is principally to this mistake, that I attribute the inferiority of the British fleet, and our ill success during this unhappy contest. Lord Anson adopted a different idea, and however lightly we may treat his

* Can any thing be more absurd? The sun in this country has never sufficient power to extract the moisture and wet out of the timber left exposed to the atmosphere. I need only cite the practice of the dock-yards, where the timber is kept under sheds from the rain, *till used*. What reason then can induce the Admiralty to order the timber, *when in use*, to be exposed for several winters to the rain and snow? *I am told it is a new mode of seasoning it.*

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memory,

memory, the House of Bourbon owe their superiority to their having taken up that idea. It is well known they compleated a three-decker of 110 guns in fourteen months at Brest, two sixty-fours in seven months at Toulon, and a seventy-four in the fleet which engaged Admiral Kempenfelt, was built, launched, rigged, and stored, in ninety-five days at Brest. This is a serious matter, and well worth the consideration of the people, with whom no character should ever have that weight, as to be permitted by any novel invention, and a rigid obstinacy in adhering to such invention, to destroy not only the glory and prosperity of our country, but even to render the annihilation of our name, and the conquest of the country itself a matter of no great difficulty. I write not to increase the general despondency; I certainly wish to alarm your apprehensions; that if you should be inattentive to your reputation, you may at least pay some regard to your safety. I ask those gentlemen, who assert so loudly the decided superiority of the House of Bourbon, and that our enemies can build ships too expeditiously for us to keep pace with them, why they plunged us into this unhappy war? and with what idea they continue it? for as the fleet of the House of Bourbon, not to mention that of Holland, must increase in a progressive ratio with time, the period of our destruction must at last arrive, without the interposition of the other powers
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of Europe, or very uncommon exertions on our part : Poland forewarns us not to depend on the assistance of our neighbours : The * example of Rome instructs us in the magnanimity and glory of self-exertion. We have resources† if we please to apply them; for I deny, as much as I detest that position, which states that the House of Bourbon can always be superior to us at sea, whenever they shall have that object at heart. I know not any instance of it in history; in some engagements they have been superior‡; but those

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advantages

* At the commencement of the first Punic war, the Romans were not masters of one single galley, no not even of a bark, and were so little skilled in ship-building, that they had no model, till a Carthaginian galley was stranded on the shore; from which model, in sixty days, they not only built their fleet, but equipped it, consisting of 100 quinqueremes and 20 tri-remes; and while these vessels were on the stocks, they were taught to row, by being placed on seats on the sea-shore in the same fashion as they were to be placed in the galleys. In this manner were the Carthaginians, so famous at sea, driven out of Sicily: in this manner was the Carthaginian name annihilated—*Take warning!*—Hook's Roman History, vol. 2. p. 25.

† A very respectable merchant, of great veracity, assures me, that there is such a quantity of hemp and iron in the kingdom, as to render it not worth importing: the price at Petersburg, Stockholm, &c. being considerably higher than the price in Great-Britain. This clearly proves not only, that we do not want it, but that our enemies do.

‡ Herbert, Earl of Torrington, in his defence before the
court

advantages were given them by the mistake or neglect of our Admiralty; not by the superiority of their whole fleet † collectively, or by their greater skill in maritime affairs. We have ports, men, and timber, and, if we pursue the idea of Lord Anson, and build our ships with as much dispatch as possible, we shall (if heaven so pleases) regain our reputation at sea, recover those opportunities our supineness has neglected, and chastise the insolence of our enemies. At the close of fifty-five, on the breaking out of the French war, Lord Anson had no more than 55 sail of the line, and the French had 52, as by the annexed lists, No. 14 and 15, appears; and these 52 were heavier ships. For, at the close of fifty-nine, it appears by

court, which acquitted him very justly for his action off Beachy-Head with a superior French fleet, says amongst other things:—" I never heard but two reasons given for our preparing a weak fleet; to me they are very odd: that if we arm out a strong fleet the French will not come out, and if we fit out all our first and second rates, what will be left in harbour.

" I think it necessary to acquaint this honourable court, that, not seeing matters go on so well in the Admiralty as I thought the service required, I obtained the king's leave to quit the Board; that, since I could not prevent the mischief, I might have no share in the blame." Entick's Naval Hist. Page 547, 548.

† Where we, as well as our enemies, have used every effort to acquire a respectable navy.

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the list, No. 16, that he sent to sea a navy of 96 ships of the line, which carried glory and conquest wherever they sailed. I may be told they were green ships, I confess they were; but I am yet to learn that they were not superior in their consequence to the seasoned ships of modern days; and as to their durability, examine the lists, No. 1 and 10, you will there find that none of these ships are on the list of those broken up by Lord Hawke; and of the 28 condemned by Lord Sandwich, only seven were of this description; and of these the *Africa*, *Dorsetshire*, *Achilles*, and *Edgar*, had good frames. The *Norfolk* had been crippled by a very severe service in the East-Indies, where she carried Admiral Cornish's flag, 18 Oct. 1763. The *America* was injured in the same service, by the hurricane on the 1st of January 1761, before Pondicherry; and the *Montague*, besides her service in the war, had been in commission near three years since the peace, in the West-Indies, where she carried Admiral Man's flag. Not to trouble you with the names of those ships now in the navy, I shall select the *Burford*, which was built in ten months, in the year fifty-seven, was on service in sixty-seven, and is now in the East-Indies with the *Superbe*, another ship of the same class. It is now almost twenty-five years since she was built, and from the papers that have accidentally fallen into my hands, she was by no means
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the best ship of that description. This is one of the many arguments that may be used in favour of ships built in a short time ; and yet can we require arguments, when our enemies are superior to us, when they eagerly contend to maintain that superiority, and when the example of Lord Anson, approved by Lord Chatham, points the way to victory ? You have been told that he had to contend with a *very* inferior force ; the annexed list, No. 14 and 15, disprove that assertion. He saw too clearly the value of our fleet to be deceived into a dangerous security : and, notwithstanding the positive assurances to the contrary, had, as in the annexed list, No. 16, appears*, a fleet, in four years, superior, by 720 guns, to that which has cost us double the sum to maintain in a state, destructive

* See the annexed list, No. 19, which shews that Lord Anson built as under in seven years.

No.	Rate.	Guns.
2	1	100
6	2	90
1	3	80
19	3	74
2	3	70
2	3	64
8	4	60
Total 40		2974

I know

struative to our naval reputation, and totally inadequate to the maintenance of the liberty and glory of our country.

I remain your's,

&c. &c.

Leith,
Jan. 10, 1782.

I know Lord Anson died in June 1762, but the ships of the list, No 19, that were launched in 1762, were so forward that they may justly be given to his lordship.



I T CHINA YOUNG



No I.

A List of Ships of the Line, taken to Pieces
during Lord HAWKE's Administration.

Ships Names.		Guns.	Age.
Royal Ann	_____	100	1715
Royal Sovereign	_____	100	1728
Duke	_____	90	1739
Culloden	_____	74	1747
Grafton	_____	70	1750
Monmouth	_____	64	1742
Nassau	_____	64	1740
Prince Frederic*	_____	64	1740
Eagle	_____	60	1745
Rupert	_____	60	1740
Canterbury	_____	60	1744
Formidable (French)	_____	80	
Moro	} (Spanish)	70	
Soverano		70	
Total 14			

No 2.

A List of New Ships of the Line, launched during
Lord HAWKE's Administration.

Ships Names.		Guns.	When launched.
Barfleur	_____	90	1768
Queen	_____	90	1769
Ajax	_____	74	1767
Egmont	_____	74	1768
Elizabeth	_____	74	1769
Marlborough	_____	74	1767
Resolution	_____	74	1770
Royal Oak	_____	74	1769
Intrepid	_____	64	1770
Prudent	_____	64	1768
Raisnable	_____	64	1768
Trident	_____	64	1768
Worcester	_____	64	1769
Total 13.			

* I give this ship to Lord Hawke, she was ordered to be broken up in his time, although it was not done till he had quitted the Admiralty.

No 3.

A List of Ships of the Line, left upon the Stocks, building when Lord HAWKE resigned; with the Time when they were expected to be launched, as taken from the Journals of Parliament.

Ships Names.	Guns.	Where building.	When expected to be launched.	When really launched.
Pr. George	90	Chatham	August 1772	31 May g. 1772
Prfs. Royal	90	Portsmouth		18 Oct. 1773
Formidable	90	Chatham	Uncertain	20 Aug. 1777
Bedford	74	Woolwich	Septemb. 1773	} 1775
Berwick	74	Portsmouth	Septemb. 1772	
Conqueror	74	Plymouth	Uncertain	
Cumberland	74	Deptford	March 1773	June 1775
Grafton	74	Ditto		1774
Culloden	74	Ditto	July 1773	26 Sept. 1771
Defiance	64	Woolwich	October 1771	1776
Lion	64	Portsmouth	Septemb. 1772	21 Nov. 1771
Monmouth	64	Plymouth	June 1771	May 1778
Sterl. Castle	64	Chatham	Uncertain	1773
Ruby	64	Woolwich	Septemb. 1774	1776
Nonfuch	64	Plymouth	Uncertain	June 1775

No 15.

No 4.

A List of Ships left in Commission by Lord HAWKE, whose Repairs are enumerated below ; as also the Degree of each Ship's Repair, when completed, and the Time she was on Service without Repair, subsequent to Lord HAWKE's Resignation.

Ships Names.	Guns.	Time in Years and Months that each Ship has been in Commission, without Repair, since Lord Hawke resigned the Presidency at the Admiralty, and whether on Service at		Whether New, or in what Degree repaired.	Year when completed.
		Home.	er Abroad.		
		Y. M.	Y. M.		
Barfleur	90	5 6		New	1768
Ocean	90	8 0		Slight rep.	1770
Namur	90	0 6		Midl. rep.	1766
Royal William	84	0 3		Slight	1764
Pris. Amelia	80		2 8 Jamaica	Midling	1765
Cambridge	80	0 3		Slight	1765
Terrible	74	2 9		New	1763
Egmont	74	4 6		New	1768
Elizabeth	74	0 3	2 0 West-Indies	New	1769
Resolution	74	7 0		New	1770
Royal Oak	74	9 0		New	1769
Torbay	74	7 0		Large rep.	1770
Marlborough	74	5 0		New	1767
Pr. of Wales	74	0 4	1 6 West-Indies	New	1765
Albion	74	4 6		New	1763
Dublin	74	4 6		Midl. rep.	1767
Defence	74	0 3		New	1763
Ajax	74	2 3		New	1767
Triumph	74	4 0		New	1764
Fame	74	0 3		Midl. rep.	1768
Lenox	74	4 0		Ditto	1767
Centaur	74	4 6		Large rep.	1770
Buckingham	70		4 4 East-Indies	Large rep.	1765
Northumberl.	70		4 4 East-Indies	Large rep.	1768
Orford	70		4 4 East-Indies	Large rep.	1767

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Boyne

Ships Names.	Guns.	Time in Years and Months that each Ship has been in Commission, without Re- pair, since Lord Hawke resigned the Presidency at the Admiralty, and whe- ther on Service at			Whether New, or in what De- gree repaired.	Year when com- pleted
		Home	or Abroad.			
		Y. M.	Y. M.	Where.		
Boyne	70	3 9	0 9	North-Am.	New	1766
Dorsetshire*	70		0 4	Mediterran.		
Somerset	70	3 9	0 9	North-Am.	Large rep.	1770
St. Albna	64	1 0	1 9	West-Indies	New	1764
Conquestadore	64	0 4			Large rep.	1766
Trident	64		3 4	Mediterran.	New	1768
Raisonable	64	4 6			New	1768
Prudent	64	1 3	3 4	East-Indies	New	1768
Intrepid	64	1 3	3 0	Ditto	New	1770
Bientaisant	64	0 4			Midl. rep.	1770
Africa	64	0 4			Ditto	1767
Asia	64	3 9	0 9	North-Am.	New	1764
Captain	64		3 3	Ditto	Large rep.	1766
Essex	64	0 4			Midl. rep.	1767
Modeste	64		2 0	West-Indies	Ditto	1767
Worcester	64	6 6			New	1769
Edgar	60		0 4	Mediterran.	Small rep.	1770
Achilles	60		1 9	West-Indies	Ditto	1768
Dunkirk	60		1 0	Ditto	Midl. rep.	1768
Montague	60		1 9	Ditto	Small rep.	1767
Pembroke	60		1 10	Mediterran.	Ditto	1768
Panther	60		4 0	Newfoundl.	Large rep.	1768
Total 47						

* When broken up, in 1774, had a sound frame.

No 5.

A List of Ships of the Line employed as Guard-ships in 1770, left in Commission by Lord HAWKE, with the Time when each Ship was in Dock, and her Condition examined.

Ships Name.	Guns.	Time when in Dock.	Ships Names.	Guns.	Time when in Dock.
Arrogant	74	10 Apr. 1770	St. Antonio	64	28 Mar. 1770
Bellona	74	25 Apr. 1770	Belleisle	64	28 Feb. 1770
Cornwall	74	26 Mar. 1770	Firm	60	29 Mar. 1770
Hero	74	12 Mar. 1770	Rippon	60	25 May 1770
Ramillies	74	Ditto			
Temeraire	74	11 Apr. 1770	Total 12.		
Yarmouth	70	27 Feb. 1770			
Augusta	64	12 Apr. 1770			

No 6.

A List of Ships of the Line in Ordinary and in good Condition, 31 Dec. 1770.

Ships Names.	Guns.	Ships Names.	Guns.	Ships Names.	Guns.
Britannia	100	Neptune	90	Warspight	74
Royal George	100	Canada	74	Invincible	74
Victory	100	Hercules	74	Robuste	74
Blenheim	90	Monarch	74	Magnificent	74
London	90	Russel	74	Kent	74
Queen	90	Shrewsbury	74	Exeter	64
Union	90	Suffolk	74	Europe	64

Total 21

No 7.

No 7.

A List of ships repairing, or in a doubtful state,
when Lord Hawke resigned the Admiralty.

Names.	Guns.	Remarks on each Ship.
Prince	90	{ These two ships had, when broken up, good frames, and it would certainly have been better to have cut them down.
St. George	90	
Sandwich	90	{ This ship carried Sir George Rodney's flag in 1780.
		{ This ship was sold in 1774, and broken up in London river; she had only seven top-timbers on her starboard side bad, and fifteen on her larboard side; her beams, knees, &c. &c. were perfectly sound, and her upper-deck beams were in such excellent condition, that they were taken from her, and immediately put into a ship rebuilding in Mr. Wells's yard for the service of the French East-India company. Her iron-work was in no degree de- cayed.—N. B. She was one of Lord Anson's green ships.
Africa	64	{ This ship was built at Hull; she had been launched only about six years.
Ardent	64	{ An old French ship taken in the year 1755.
Alcide	64	{ An old ditto ditto, 1758.
Belliqueux	64	{ In ordinary at Plymouth.
Chichester	70	{ French, taken in 1759.
Courageux	74	{ Built in 1745, and reduced from 80 guns in 1747.
Devonshire	70	{
Burford	70	

Vanguard

Names.	Guns.	Remarks on each Ship.
Vanguard	70	
Swiftsure	70	
Reyna	74	
Superbe	74	
Dragon	74	
Tyger	74	
Edinburgh	64	{ In ordinary, her scantling was too small for her rate, which perhaps was the cause of her not being repaired.
Foudroyant	80	{ An old French ship, taken in 1758.
Hampton-Co.	64	{ In ordinary at Plymouth.
Infanta	70	{ A Spanish built ship, with a sound frame.
Lancaster	70	{ Was broken up in 1773, but had a sound frame.
Magnanime	74	{ A French built ship, taken in 1747.
Mars	74	{ In ordinary at Portsmouth.
Norfolk	74	{ In ditto at ditto.
Revenge	64	{ In ditto, at Chatham, with a sound frame.
Thunderer	74	{ In ditto, at Portsmouth, was lost with Commodore Walsingham.
Valiant	74	{ In ditto at ditto.
Warspite	74	{ In ditto at ditto.
America	60	{ All these ships of 60 guns were in ordinary at the different ports.
St. Anne	60	
Anson	60	
Dreadnought	60	
Defiance	60	
Florentine	60	
Jersey	60	
Nottingham	60	
Windsor	60	
Weymouth	60	
York	60	
Medway	60	{ Repairing at Chatham.
Pr. of Orange	64	{ Had so good a frame of timber that she was converted into a sheer hulk at Sheerness in 1772.

No 8.

List of the French ships of the line, on the 1st of
January, 1770.

Names.	Guns.	Names.	Guns.
AT BREST.		L'Eveille,	64
La Bretagne,	90	L'Union,	64
La Ville de Paris,	90	Le Sphinx,	64
Le St. Esprit,	80	Le Protee,	64
La Couronne,	80	L'Artesien,	64
Le Duc de Burgoyne,	80	Le Sage,	64
L'Orient,	74	Le St. Michell,	62
L'Intrepide,	74	AT TOULON.	
Le Sceptre,	74	Le Languedoc,	80
Le Magnifique,	74	Le Tonnant,	80
Le Palmier,	74	Le Protecteur,	74
Le Defenseur,	74	Le Zele,	74
Le Glorieux,	74	Le Bourgogne,	74
Le Zodiaque,	74	Le Marfellois,	74
Le Diademe,	74	Le Guerrier,	74
Le Minotaure,	74	Le Souverain,	74
Le Citoyen,	74	L'Hector,	74
Le Robuste,	74	Le Cæsar,	74
Le Six Corps,	74	Le Triton,	64
Le Diligent,	74	Le Fantafque,	64
Le Conquerant,	74	L'Avanturier,	64
L'Actif,	74	Le Hasard,	64
Le Bien Aime,	74	La Provence,	64
La Victoire,	74	Le Vaillant,	64
Le Northumberland,	68	Le Hardi,	64
Le Solitaire,	64	Le Bizarre,	64
Le Vengeur,	64	Total 53	
Le Brillant,	64		

Ships unfit for Service.

AT ROCHFORT.		AT BREST.	
Dauphin Royal,	70	Le Royal Louis,	116
AT TOULON.			
Le Content.	64		

No 9.

A List of the Spanish Ships of the Line on the
1st of January, 1770.

Names.	Guns.	Names.	Guns.
AT FERROL.		AT CADIZ.	
St. Charles	80	Phoenix	80
St. Ferdinand	80	Rayo	80
St. Vincent Ferrer	80	Princesa	70
St. Nicolas de Barri	80	St. Laurent	70
St. Louis	80	Brillant	70
Gallice	70	Peruvien	60
St. Pascal Baylon	70	AT CARTHAGENA.	
St. Jean Nepomuceno	70	Velasco	68
St. Francis d'Assize	70	Glorioso	68
St. Domingue	70	Vencedor	68
St. Augustin	70	Monarca	68
Aquiles	68	AT THE HAVANNA.	
Ferne	68	La St. Trinité	112
Terrible	68	St. Joseph	70
St. Genaro	68	St. Francis de Paulo	70
Gallardo	68	St. Michel	64
Diligente	68	AT SEA.	
Magnanimo	68	Triumphante	70
Guerro	68	Atlante	70
Poderoso	68	Septentrion	64
Arrogante	68	Buen Consejo	62
Africa	68	AT VERA CRUZ.	
Dichofo	68	Espagne	62
Oriente	68	Dragon	62
St. Isidore	68	Total 48.	
St. Julien	68		
St. Isabelle	68		
St. Jacques	64		

No 10.

A List of Ships of the Line broken up, or taken out of the Line by Lord Sandwich, from the Year 1770 to 1775, including a Period of four Years.

Names.	Guns.	Age.	How disposed of.
Prince	90	1750	Broken up at Plymouth, 1775.
St. George	90	1740	Ditto at Portsmouth, 1773.
Norfolk	74	1757	Ditto at ditto, 1774.
Dorsetshire	70	1757	Ditto at Chatham, 1775.
Vanguard	70	1748	Ditto at Portsmouth, 1775.
Swiftsure	70	1750	Ditto at Plymouth.
Devonshire	70	1745	Ditto at ditto.
Lancaster	70	1749	Ditto at Portsmouth, 1773.
Infanta	70		Spanish, sold in 1775.
Reyna	70		Ditto.
Africa	64	1761	{ Sold in 1774, and broken up at Blackwall, 1775.
Hampton-Co.	64	1744	
Alcide	64		Broken up.
Edinburgh	64	1744	French ditto.
Anson	60	1747	{ These five were all converted into hulks to receive the companies of ships going into dock.
Dreadnought	60	1742	
Achilles	60	1757	
Windsor	60	1745	{ French
St. Florentine	60		
Edgar	60	1758	{ These five were converted into break-waters at Sheerness, or broken up in 1773 or 1774.
Montague	60	1757	
Nottingham	60	1745	
America	60	1757	{ Conv. into a sheer hulk at Sheerness.
Pf. of Orange	64	1734	
Revenge	54	1742	Made a church-ship of at Chatham.
Weymouth	60	1752	{ There were worn out in the East-Indies, and broken up at Chatham, about the year 1773.
York	60	1753	

Total 27.

No 11.

No 11.

A List of Ships of the Line launched by Lord Sandwich from 1770 to 1775, including four Years, and distinguishing those built in the King's Yards from those built by Contract.

Names of Ships built in the King's Yards.	Guns.	Where built.	Year when launched
Prince George	90	Chatham	1772
Princess Royal	90	Portsmouth	1773
Grafton	74	Deptford	1771
Cumberland	74	Ditto	1774
Culloden	74	Woolwich	1774
Defiance	64	Ditto	1771
Monmouth	64	Plymouth	1772

Names of Ships built in the Merchants Yards.	Guns.	Where built.	Year when launched
Hector	74	River Thames	1773
Vengeance	74	Ditto	1774
Vigilant	64	Buckler's Hard	1774
Eagle	64	River Thames	1774

No 12.

A List of Ships of the Line broken up, or converted into Store-Ships, Hospital or Prison Ships, &c. from January, 1775, to January, 1782, including a Period of seven Years.

Names.	Guns.	How disposed of.
Belliqueux	64	Broken up.
Buckingham	70	{ Converted into a store-ship, named the Grampus, and sunk at sea.
Chichester	70	Broken up.
Magnanime	74	Ditto.
Mars	74	{ Converted into an hospital-ship at Portsmouth.
Modeste	64	Ditto a prison-ship at ditto.
Northumberland	70	{ Ditto a store ship, named the Leviathan, and sunk at sea.
Orford	70	Ditto an hospital-ship at Sheerness.
Temeraire	74	Ditto a battery at Plymouth.
Warspite	74	Ditto a signal-ship at Portsmouth.
Firm	60	{ Ditto a hulk to receive men from ships in dock.
Pembroke	60	Ditto a hospital-ship in America.
Jersey	60	Ditto at ditto.
Total 13.		

No 13.

A List of new Ships of the Line, launched by Lord Sandwich, from the King's and Merchants Yards, between the 1st of January, 1775, and the 1st of January, 1782, including a Period of seven Years.

Names.	Guns.	Names.	Guns.
Alcide	74	Fortitude	74
Alexander	74	Goliath	74
Alfred	74	Inflexible	64
Africa	64	Lion	64
Agamemnon	64	Montague	74
America	64	Magnanime	64
Anson	64	Nonfuch *	64
Bedford	74	Repulse	64
Berwick	74	Ruby	64
Belliqueux	64	Sultan *	74
Conqueror *	74	Sampson	64
Duke	90	Sceptre	64
Edgar	74	Warrior	74
Formidable	90	Total 27.	

* The three ships, against whose names this mark * stands, became unserviceable in less than six years, from the time of their being launched; two of which were built in the king's yards. I mention this, because I attribute it to their having stood a very considerable time in their frames.

No 14.

A List of Ships of the Line fit for Service on the
31st of December, 1755, in the Administration
of the late Lord Anson.

Names.	Guns.	Names.	Guns.
Barfleur	90	Essex	64
Duke	90	Fougeux	64
St. George	90	Ipswich	64
Prince George	90	Intrepide	64
Prince	90	Monmouth	64
Ramillies	90	Nassau	64
Cambridge	80	Revenge	64
Newark	80	Sterling Castle	64
Culloden	74	Prince Frederick	64
Invincible	74	Augusta	60
Monarch	74	St. Alban's	60
Terrible	74	Defiance	60
Torbay	74	Dunkirk	60
Buckingham	70	Dreadnought	60
Chichester	70	Eagle	60
Cumberland	70	Jersey	60
Grafton	70	Kingston	60
Hampton Court	70	Princess Louisa	60
Kent	70	Princess Mary	60
Lancaster	70	Medway	60
Northumberland	70	Nottingham	60
Orford	70	Weymouth	60
Somerset	70	Windfor	60
Vanguard	70	Tyger	60
Yarmouth	70	Tilbury	60
Captain	64	Sunderland	60
Edinburgh	64	York	60
Elizabeth	64	Total 55.	

No 15.

A List of the Ships of the French Navy, 31st
December 1755, with their Names, and Num-
ber of Guns.

Where built.	Ships Names.	Guns.
Brest	Le Soliel Royal	80
Toulon	Le Tonant	80
Brest	Le Formidable	80
Toulon	Le Foudroyant	80
Rochford	Le Duc de Burgogne	80
Toulon	L'Océan	80
Brest	L'Intrepide	74
Ditto	Le Sceptre	74
Toulon	Le Conquerant	74
Rochford	Le Couronne	74
Brest	Le Magnifique	74
Toulon	Le Temeraire	74
Rochford	Le Florissant	74
Ditto	Le Prudent	74
Brest	L'Entreprenant	74
Ditto	Le Hero	74
Ditto	Le Palmier	74
Ditto	Le Courageux	74
Toulon	Le Redoutable	74
Ditto	Le Guerrier	74
Canada	L'Algonquin	74
Brest	Le Défenseur	74
Toulon	L'Hector	74
Rochford	Le Glorieux	74
Brest	Le Dauphin Royal	70
Toulon	Le Ferme	70
Rochford	Le Juste	70
	Brest	

Where built.	Ships Names.	Guns
Brest	Le Superbe	70
England	Le Northumberland	66
Brest	L'Oregon	}
Toulon	Le Content	
Brest	Le Hercule	
Ditto	Le Prothée	
Toulon	L'Achille	}
Ditto	Le Triton	
Ditto	L'Orphée	
Brest	L'Illustre	
Ditto	L'Opiniatre	}
Rochfort	L'Hardi	
Brest	Le Bizarre	
Toulon	Le Sage	
Ditto	Le Lion	}
Brest	Le Cliffe	
Rochfort	Le Capricieux	
Ditto	L'Eveillé	
Brest	Le Bienfaissant	}
Rochfort	L'Inflexible	
Toulon	Le Vaillant.	
Brest	Le Sphinx	
Ditto	Le Raisnable	}
Ditto	Le St. Michel	
Toulon	Le Leopard	
Total 52.		60

No 16.

A List of Lord Anson's Fleet on Service, 31st
December 1759.

Ships Names.	Guns	Ships Names.	Guns	Ships Names.	Guns
Royal Anne	100	Warspite	74	Nassau	64
Royal George	100	Bellona	74	Prince of Orange	64
Duke	90	Superb	74	Raisonable	64
Marlborough	90	Buckingham	70	Revenge	64
Namur	90	Burford	70	Sterling Castle	64
Neptune	90	Chichester	70	Trident	64
Prince-	90	Conqueror	70	America	60
Ramillies	90	Dorsetshire	70	Achilles	60
St. George	90	Devonshire	70	St. Alban's	60
Sandwich	90	Grafton	70	Anson	60
Union	90	Hampton Court	70	Defiance	60
Foudroyant	84	Lancaster	70	Dreadnought	60
Royal William	84	Swiftsure	70	Dunkirk	60
Princess Amelia	80	Temple	70	Edgar	60
Cambridge	80	Vanguard	70	Firm	60
Newark	80	Orford	70	Florentine	60
Centaur	74	Cumberland	70	Jersey	60
Culloden	74	Kent	70	Intrepid	60
Dublin	74	Somerset	70	Kingston	60
Fame	74	Yarmouth	70	Lion	60
Hercules	74	Alcide	64	Princess Louisa	60
Hero	74	Duc d'Aquitane	64	Princess Mary	60
Lenox	74	Bedford	64	Medway	60
Magnanime	74	Belliqueux	64	Montague	60
Mars	74	Berwick	64	Nottingham	60
Monarch	74	Bienfaisant	64	Panther	60
Norfolk	74	Captain	64	Pembroke	60
Shrewsbury	74	Edinburgh	64	Rippon	60
Tameraire	74	Elizabeth	64	Tyger	60
Thunderer	74	Prin. Frederick	64	Weymouth	60
Torbay	74	Modeste	64	Windfor	60
Valiant	74	Monmouth	64	York 96.	60

No 17.

A List of Ships of the Line on Service 31st of
December 1781.

Ships Names.	Guns.	Ships Names.	Guns.	Ships Names.	Guns.
Britannia	100	Cumberland	74	America	64
Royal George	100	Defence	74	Anson	64
Victory	100	Dublin	74	Burford	64
Barfleur	90	Edgar	74	Bellicieux	64
Duke	90	Fortitude	74	Bienfaisant	64
Formidable	90	Fame	74	Eagle	64
London	90	Goliah	74	Europe	64
Namur	90	Hercules	74	Exeter	64
Ocean	90	Hero	74	Inflexible	64
Prin. George	90	Invincible	74	Intrepid	64
Queen	90	Marlborough	74	Lion	64
Union	90	Monarch	74	Magnanime	64
Foudroyant	80	Montague	74	Monmouth	64
Gibraltar	80	Magnificent	74	Nonfuch	64
Prfs. Amelia	80	Ramillies	74	Princessa	64
Ajax	74	Resolution	74	Pr. William	64
Albion	74	Robust	74	Prothée	64
Alcide	74	Royal Oak	74	Prudent	64
Alexander	74	Ruffel	74	Repulse	64
Alfred	74	Shrewsbury	74	St. Alban's	64
Arrogant	74	Sultan	74	Sampson	64
Bedford	74	Triumph	74	Sceptre	64
Bellona	74	Torbay	74	Worcester	64
Berwick	74	Valiant	74	Yarmouth	64
Canada	74	Warrior	74	Buffalo	60
Centaur	74	Africa	64	Medway	60
Conqueror	74	Agamemnon	64	Panther	60
Courageux	74			Total 82.	

Total—6006 guns in the fleet of 1781.
6726 in the fleet of 1759.

720 balance in favour of the fleet of 1759.

No 18.

A List of the New Ships launched by Lord AN-
SON, from the 1st of January, 1756, to the 31st
of December, 1762.

Ships Names.	Guns.	Year when launch.	Ships Names.	Guns.	Year when launch.
Britannia	100	1762	Firm	60	1759
Royal George	100	1756	Montague	60	1757
Blenheim	90	1761	Panther	60	1758
Namur	90	1756	Pembroke	60	1757
Neptune	90	1756	Rippon	60	1758
Ocean	90	1761	Total 40.		
Sandwich	90	1759			
Union	90	1756			
Princess Amelia	80	1757			
Arrogant	74	1761	Besides these forty launched quite new, and a great number rebuilt, the following were captured.		
Bellona	74	1760			
Cornwall	74	1761			
Dragon	74	1760			
Dublin	74	1757			
Fame	74	1759			
Hercules	74	1759	Foudroyant	80	1758
Hero	74	1759	Formidable	80	1759
Kent	74	1762	Centaur	74	1759
Lenox	74	1758	Courageux	74	1761
Mars	74	1759	Infanta	74	1762
Norfolk	74	1757	Moro	74	1762
Resolution	74	1758	Reyna	74	1762
Shrewsbury	74	1758	Soverano	74	1762
Superb	74	1760	Temeraire	74	1759
Terrible	74	1762	Tyger	74	1762
Thunderer	74	1760	St. Ann	64	1762
Valiant	74	1759	St. Antonio	64	1762
Warpi'e	74	1758	Belliqueux	64	1758
Burford	70	1757	Belleisle	64	1761
Dorsetshire	70	1757	Bienfaisant	64	1758
Africa	64	1761	Modeste	64	1759
Essex	64	1760	Conquestadore	60	1762
Achilles	60	1757	St. Florentine	60	1759
America	60	1757	Total 18.		
Edgar	60	1758			

ERRATA.

Page 11, note, line 7, for tri-remes read triremes. P. 12, l. 16, dele For,. P. 13, l. 10, for 28, read 27. P. 14 and 15, in the notes, for list, No 19, read list, No 18.